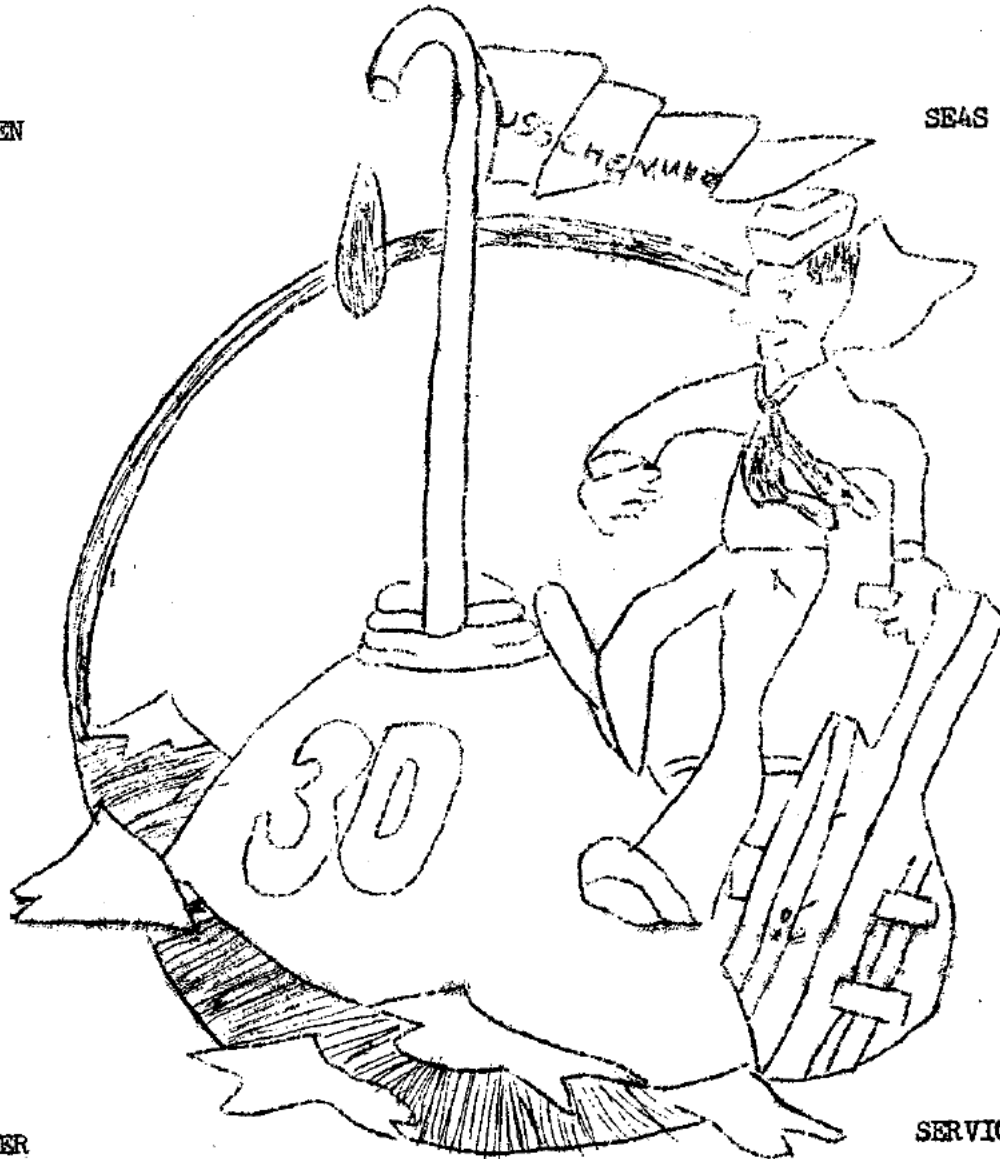


THE

HISTORY OF THE USS CHEMUNG

SEVEN

SEAS



SUPER

SERVICE

A0-30

Encl: (1)

29 January 1957

The U.S.S. CHEMUNG (AO-30) began her Naval Career on July 3, 1941, at the Brooklyn Navy Yard, when she first broke her commission pennant under the command of Commander F. T. SPELLMAN, U.S. Navy. She is a converted merchant tanker, the ex-Esso Annapolis, and was purchased from the Standard Oil Company of New Jersey to augment the Fleet's small tanker force which was hard pressed to supply the insatiable appetite for oil of an ever increasing Navy.

So desperate was the need for a tanker of her size and speed, she was sent to sea only ten days after commissioning, her total armament then consisting of two 50 calibre machine guns. From that time until the day peace was declared throughout the world she was never idle, scurrying from the loading ports of the Mexican Gulf to rendezvous at sea with the Atlantic Fleet which was guarding the lifelines to England, Russia and Africa.

In all, she crossed the sub-infested North Atlantic twenty-eight times, sometimes in convoy, sometimes with only one escort, and on one occasion, in April 1942, one of the darkest moments of the submarine warfare, she made a round trip alone to Iceland, dependent solely upon her high speed and the vigilance of her gun crews for safety.

The U.S.S. CHEMUNG (AO-30) participated in the North African invasion of 1942, and was attached to the task forces effecting the invasions of Sicily, Anzio and Southern France. As a fitting reward for her long record of efficiency and dependability, she was selected as the tanker to fuel the late President Roosevelt's speedy convoy on his trip to the conference at Yalta in 1942.

In her years of service of the Navy, her log reads like a Cooke's Tour: England, Scotland, Ireland, Algiers, Gran, Casablanca, the Azores, Bermuda, Cuba, Aruba, New Foundland, Nova Scotia, Panama, the Caroline Islands, Okinawa, Japan, Formosa, Hong Kong, Arabia, Guam, Kwajalein, Midway, Pearl Harbor and finally Korea. In all she had by 1946 hauled 174,300,000 gallons of fuel to the Fleet, and, in so doing amassed a grand total of 257,497 miles over eight different oceans and seas, a distance greater than that to the moon.

Although she traveled constantly in combat waters, in only one instance was she seriously damaged. On 21 August 1942, before the country's radar production was sufficient to equip the entire fleet, the USS BUCK's stern was sliced off in a collision. Another destroyer in the convoy, the U.S.S. INGRAHAM, in rushing in to pick up survivors, was rammed by the CHEMUNG. The INGRAHAM blew up and sank almost immediately. The CHEMUNG was set afire and although carrying a full load of explosive cargo did not blow up and by perfectly coordinated damage control parties, coupled with some smart ship handling, the fire was extinguished without the loss of a single life. With 30 feet of her bow blown off, she managed to take the U.S.S. BUCK in tow and proceeded to the Boston Navy Yard to be refitted for war.

After compiling an enviable record in the Atlantic she was transferred to the Pacific Fleet and, at the same time, started on a voyage which was to take her completely around the world in the ensuing five months. The capitulation of the Nipponese found her in Pacific Water.

She was attached to a service squadron engaged in occupational duty in the Japanese home waters when ordered to the United States in company with the U.S.S. CALIFORNIA, U.S.S. TENNESSEE and six destroyers on a good will victory voyage. This included four day sojourns in Singapore, Colombo, Ceylon and Capetown, South Africa. Sailing from Wakanoura Wan, Japan on October 15, 1945, the trip was completed in fifty two days, terminating in Norfolk, Virginia, December 6, 1945.

Her return to Norfolk marked the end of her globe-girdling tour after covering 31027 miles through ten different oceans and seas in 142 days, becoming one of the first vessels of the U.S. Navy to completely circle the globe since the cruise of the Great White Fleet at the turn of the century.

Upon return to Atlantic duty she was given a richly deserved holiday period in Baltimore, Maryland enabling the crew to enjoy their first holiday season at home since the beginning of the war.

During the years 1946, 1947 and most parts of 1948 the CHEMUNG served in the Atlantic Fleet as a Fleet tanker. Much of the time was spent receiving well needed repairs, but also during this time she established an enviable record as a fleet oiler.

In the latter part of 1948 she was sent to the Mediterranean Sea to serve with the Mediterranean Fleet, as part of the Sixth Task Force. During her tour of about six months, serving the Sixth Task Force the CHEMUNG visited new places such as: Naples, Italy; Paleum Bay, Greece; Augusta, Sicily; Gibraltar; Cyprus; Tripoli, Lybia, Piraeus, Greece; and Golfe Juan, France.

After the above tour of duty in the Mediterranean she was transferred to Norfolk, Virginia for a well needed overhaul. She was later set to operate off the coasts of Greenland, Labrador, Nova Scotia and New Foundland.

In 1950 the CHEMUNG was transferred to the Pacific Fleet, starting a voyage that took her through the Panama Canal, where she spent a short time before departing for the West Coast. On 3 July 1950 she was decommissioned and made part of the Pacific Reserve Fleet at San Diego, California.

Shortly after the outbreak of the Korean War, the CHEMUNG was again called back to duty, breaking her recommissioning pennant on the 1st day of December 1950 under the command of Commander George G. MOLUMPY, U.S. Navy.

Departing for Japan early in 1951 she ran into a typhoon. Due to the vigilance and alertness of her crew, she sustained only minor damages. A fire broke out on her main switchboard in the engine room, but was extinguished after a short time. Arriving in Japan she was in need of repairs to the Switchboard and after spending a few weeks in Yokosuka, Japan, she was sent back to the Puget Sound Naval Shipyard at Bremerton, Washington for overhaul; and in mid 1951 she was sent to Korean waters. There she was attached to a service squadron which was engaged in supporting the United Nations Forces against the Communists in Korea.

While rendering services to the United Nations ships off the shores of Korea she earned an enviable reputation as a replenishment ship. She was well known for speed, efficiency and alertness during refueling operations with the United Nations ships.

In the latter part of 1951 she was sent to Formosa, to act as a station ship for the blockading forces of Formosa against the Chinese Mainland. She was then sent to Hong Kong, B.C.C., for a four day stay. Leaving Hong Kong she again returned to Japan and Korean waters to continue her service to the United Nations Forces.

After completing her tour with the United Nations Forces in the Korean area, she started on voyage that again would take her almost around the world. Sent to Ras Tanura, Arabia for a load of cargo, which was off loaded in Guam, she then proceeded to San Pedro, California, via Pearl Harbor.

After spending a short time in the Long Beach Naval Shipyard, she was again sent to the Far East in the latter part of June 1952, where she again rendered invaluable support to the United Nations Forces operating off the coast of North Korea. In November 1952 she was sent to Formosa to refuel ships operating with the Neutrality Patrol and sent Thanksgiving in Hong Kong, B.C.C.

In February 1953 she started on the return voyage to San Pedro, California having pumped nearly 27,500,000 gallons of fuel to ships of the Seventh Fleet on 292 different occasions and steaming over 40,000 miles during her stay in the Far East.

Upon her arrival in the United States, she underwent a much needed overhaul at Mare Island Naval Shipyard, Vallejo, California. Upon completion of overhaul, shortly after the cessation of hostilities in Korea, the CHEMUNG sailed to Pearl Harbor, T.H. where she spent a two month period delivering her valuable cargo to the Mid Pacific Islands. She arrived in the Far East in November 1953 to begin her fourth tour of duty in Korean Waters.

Arrival Japan for the 1953-54 Asiatic tour marked the beginning of a series of cold-war crises that kept the CHEMUNG busy in her logistic support activities for the next two years.

The early truce days in Korea were uneasy ones. Task Force 77 was on guard in full strength and their needs for petroleum products continued undiminished. The CHEMUNG resumed the difficult operating schedule of Korean war days, broken only by assignment to the Formosa patrol protecting the newly aggressive Nationalist Chinese.

Trouble in Indo China in early April 1954 brought the CHEMUNG to the Philippine operating area via Hong Kong. A short period of replenishment for the U.S. Forces in the South China Sea ended with relief and return of the CHEMUNG to the United States in May 1954.

Most of the summer's "rest and recreation" period was spent working on underway training of other ships and participation in fleet exercises.

Heading for Sasebo, Japan in early September 1954 the ship was rerouted in mid-ocean to Subic Bay, P.I. to bring her cargo to the still active indo-China emergency area. A return visit, to invasion threatened Formosa, in middle November, ended the southern phase and the CHEMUNG proceeded north to winter in Sasebo, Japan with one emergency trip to Pusan, Korea.

A month in Japan was devoted to ship improvements. In late January the CHEMUNG moved south again under secret orders to become the flagship of the logistic support unit in the evacuation of the Tachen Islands. During the 19 days of operation the CHEMUNG had 74 ships alongside.

The 1954-55 cruise ended with a weeks visit in Hong Kong, returning to the West Coast of the United States, via Pearl Harbor in late March.

The ship spent two weeks in her home port of Long Beach, with the crew renewing acquaintances with their families. And then departed for a much needed overhaul in the San Francisco area. Late July found the CHEMUNG operating again with the Underway Training Command in the Long Beach-San Diego area. In early October 1955 she was again deployed to the Western Pacific for a tour of duty.

The 1955-56 cruise was rather uneventful and ended in April of 1956 with the ship having completed all missions assigned by Commander Seventh Fleet, and having visited for a brief stay the ports of Sasebo, Kobe, and Yokosuka, in Japan; Kaohsiung, Taiwan; Subic Bay, and Manila Bay, in the Philippine Islands and a visit of five days in Hong Kong,

Returning to her home port of Long Beach, California in April of 1956, the CHEMUNG operated throughout the summer months in the Long Beach, San Diego area with the various units of the Underway Training Command. The summer tour was rather uneventful with the exception that in July, permission was obtained from the Secretary of the Navy to conduct a cruise of one day duration, with the wives of the crew members on board. The CHEMUNG left port at 0830 hours and proceeded to sea. While at sea, various drills were conducted including the refueling of another vessel, with the wives accompanying their husbands to their stations. The ship returned to her home port at 1600 hours with everyone thoroughly enjoying the day. The wives commented that they felt that they had a better understanding of the needs of the service and of the work being accomplished by their husbands.

Early in October of 1956, the CHEMUNG again departed from her home port for a tour of duty in the Western Pacific. Her first stop was at Yokosuka, Japan for a brief period of five days. During this period crew members visited Tokyo, Japan and many of the surrounding areas, with some very good snap shots being taken of the Emperor's Palace and the Ernie Pyle Memorial, and of course shopping for souvenirs at the famous Japanese Ginza.

Upon departing Yokosuka, the CHEMUNG participated in operations with various units of the fleet, entering Subic Harbor in the Philippine Islands in early December. Here plans were made to visit the city of Baguio which lies in the mountains, approximately midway between Manila and Subic. Unfortunately these plans had to be cancelled due to a series of three typhoons coming in succession which necessitated shipping in the harbor to put to sea. Christmas of 1956 found the USS CHEMUNG in the harbor of Sasebo, Japan. Older members of the crew were well familiar with the city of Sasebo, as it was used extensively by Service Force vessels during the Korean Police Action. For the older hands it was a period of renewing old friendships and acquaintances. For the younger members, there were tours to the Pearl Farms and the Pottery Factory at Arita, Japan. In addition, the ship sponsored two tours to Nagasaki, Japan, the site of the first atom bombs to be used in war. Here, in spite of the tremendous recuperative powers of the Japanese people there still remains visible scars of the havoc created by the bombs.

New Years Day of 1957 found the CHEMUNG riding at anchor in the harbor of Kobe, Japan. The city of Kobe and the surrounding area is a veritable paradise for sight seers and shutter bugs. Here of all places in Japan one sees gorgeous temples and shrines, imposing palaces, and picturesque streets. Tours were made to Kyoto, the site of Japans ancient capital. Here to, visits were made to the famous Higashi Hongami Temple, the ancient Imperial Palace, Nyo Castle, the Heroic Shrine, and a Silk Weaving Factory,

Leaving Kobe, the ship operated with a task force until the 9th of January at which time she was ordered as support ship to the Formosa Patrol and served as station tanker in Kaoshiung, Taiwan. Kaoshiung is typical of the Orient today. Here one sees a blending of the East and West. The ancient and modern trucks, jeeps, trains and Steam Ships. The gangs of coolies performing tasks, (usually accomplished by machines) by hand, wagons drawn by oxen, or by man power. Men and women working in water up to their knees planting the rice crop. Soldiers, Sailors, Merchants, Farmers all blended into a hodge podge of humanity struggling in a country, living under the threat of being engulfed by Communist China.

During the stay in Kaoshiung, excursions were made into hills to visit the aborigines, the first citizens of Taiwan. These people are a happy lot, and are always willing to perform native dances and exhibit customs to the visitors,

In early February the USS CHEMUNG visited the British Crown Colony of Hong Kong, China. Here the crew found many places of interest including the famous Tiger Balm Gardens. A lift that carries one high on a mountain over looking the harbor and the city, modern hotels and night clubs. But most of all the opportunity to shop offered by one of the last duty free ports of the world.

Upon leaving Hong Kong, the ship returned to Kaoshiung, Taiwan for a brief stay, then proceeded to Subic Bay, P. I., and then to Quintang Point laying just inside the bay from the World War II famous Bataan Peninsula in Manila Bay.

Upon leaving Quintang Point the ship sailed for Sydney, Australia on the 22nd of February. The 13 day trip from Manila Bay to Sydney was rather uneventful with the exception of the call paid by His Majesty, King Neptunus Rex and his Court upon the occasion of the ship crossing the equator. In the presence of His Majesty and the Court and after the proper initiation, all members of the crew that had not previously crossed the equator were accepted into the fraternity of the deep known as "Shellbacks", and became deep water men.

Upon arrival in Sydney on the 7th of March the Australians turned out in mass to give a warm friendly welcome to the American Sailors. Large groups of Australians visited the ship each day with invitations to various social affairs given in the ship's honor. The six day visit was all too short to truly become acquainted with all of the wonders of Sydney and the surrounding country, but on the 13th day of March the USS CHEMUNG pointed her bow toward Pearl Harbor and home for leave and reunion with wives, families and sweet hearts.

On April 2, 1957 the CHEMUNG tied up at the U.S. Naval Shipyard Long Beach. Soon she departed for U.S. Naval Shipyard, Mare Island, Vallejo, California where she underwent a regular three month overhaul. Following Underway Training and a month in Long Beach, the CHEMUNG with her 210 enlisted men and 13 officers left Long Beach for another Western Pacific tour of duty on October 22, 1957. After seventeen days of crossing a stormy Pacific, the ship arrived in Yokosuka, Japan, for a seven day stay. A sightseeing tour to Tokyo provided sailors on their first cruise to the Western Pacific area an opportunity to visit Japan's capital and foremost industrial city. From Yokosuka the CHEMUNG went to Kobe, Japan where she participated in her first replenishment operations of the tour. During the stay here, a group of men from aboard the ship made a visit to Kyoto, one of the leading manufacturing cities of the country. Sasebo was the next port of entry, and here the crew enjoyed their annual ship's party, along with tours of the Pearl Farm and Pottery Works.

During the month of December, the CHEMUNG was selected to be the oiler to refuel the fleet and play Santa Claus for Operation Tra X. Before leaving Sasebo 440 bags of mail, 78 Christmas trees, 62 boxes of ornaments and wreaths were brought aboard for delivery to other ships in the South China Sea area. Christmas was observed underway as the ship participated in these exercises; however a Chaplain was transferred aboard by highline to conduct Christmas Day Services.

Following the Tra X Exercises, the CHEMUNG entered port in Subic Bay, Philippines, for a new supply of oil, provisions, and mail. During the ten day stay here a number of the crew had the opportunity to make an overnight sightseeing visit to Manila, the largest city in this group of islands. The 60 mile trip from Subic to Manila took 4 hours each way by bus, and gave the sailors a chance to see the farmer at work in the rice paddies and sugar cane fields.

From Subic the CHEMUNG sailed for Hong Kong for the purposes of a six day rest and recreation period for all hands. On the way she stopped by Kaohsiung, Taiwan, for replenishment exercises with the Chinese Nationalist Navy. With the aid of Chaplain (b) (6) in Hong Kong, the crew donated \$200.00 worth of clothing and food to the Fat Choy Drive, a charity organization for orphanages in that country. Members of the ship also took advantage of reduced prices to do much shopping for themselves, and to acquire souvenirs to take back to the states. Two tours were provided: one around Hong Kong Island and the other around Kowloon and the New Territories. The latter trip went to within one-half mile of the Communist border in Red China.

After Hong Kong the CHEMUNG headed back for Subic for a 10 day upkeep availability period in preparation for Operation Strongback. From Subic the CHEMUNG went into Kaohsiung for 9 days to act as station ship, and to refuel the destroyers in that area. Here a tour was provided to Tainan, an old Chinese city of many temples and shrines.

Following a quick run to Sasebo, Japan, the CHEMUNG again headed South to service the fleet--this time in Operation Strongback. In this operation she attained her best replenishment rates, transferring 5,406 barrels (227,052 gallons) of oil per hour to a carrier, and 3,168 barrels (133,056) gallons per hour to a destroyer. After 18 days of maneuvers and replenishment operations at sea, the A030 arrived in Yokosuka for her final duty on this tour.

in the Far East. After a few last visits to Tokyo and Kamakura, the CHEMUNG steamed for Long Beach on 22 March with a two day stopover in Pearl Harbor enroute. She arrived in Long Beach on April 9th, 1958.

During this tour of duty the CHEMUNG gave oil, aviation gas, and diesel fuel to 60 destroyers, 7 carriers, 3 cruisers, 2 LST's, 1 APA, 1 AKA, and 2 other oilers. The ship also carried out her service responsibilities with a number of provision replenishments in addition to her refueling.

The CHEMUNG frequently was a morale factor as she brought mail to the fleet.

The CHEMUNG is entitled to the following awards, decorations, medals, etc., with engagements stars as indicated.

AMERICAN DEFENSE SERVICE MEDAL

AMERICAN CAMPAIGN MEDAL

EUROPE, AFRICAN & MIDDLE EAST CAMPAIGN MEDAL (2 STARS)

ASIATIC PACIFIC CAMPAIGN MEDAL

VICTORY MEDAL WWII

NAVY OCCUPATION SERVICE MEDAL (JAPAN)

CHINA SERVICE MEDAL (EXTENDED)

UNITED NATIONS SERVICE MEDAL

KOREAN SERVICE MEDAL (4 STARS)

NATIONAL DEFENSE SERVICE MEDAL

THE
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USS CHEMUNG
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End (1)

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So desperate was the need for a tanker of her size and speed, she was sent to sea only ten days after commissioning, her total armament then consisting of two 50 caliber machine guns. From that time until the day peace was declared she was never idle, scurrying from the loading ports to the Mexican Gulf to rendezvous at sea with the Atlantic Fleet which was guarding the lifelines to England, Russia and Africa.

In all, she crossed the sub-infested North Atlantic twenty-eight times, sometimes in convoy, sometimes with only one escort, and on one occasion, in April 1942, one of the darkest moments of the submarine warfare, she made a round trip alone to Iceland, dependent solely upon her high speed and the vigilance of her gun crews for safety.

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In her years of service to the Navy, her log reads like a Grand Cooke's Tour: England, Scotland, Ireland, Algiers, Gran, Casablanca, the Azores, Bermuda, Cuba, Aruba, Panama, the Caroline Islands, Okinawa, Japan, Formosa, Hong Kong, Arabia, Guam, Kwajalein, Midway, Pearl Harbor, Singapore, Manila, Ceylon, and Korea. In all she had by 1945 hauled 174,300,000 gallons of fuel to the Fleet, and, in so doing amassed a grand total of 257,487 miles travelled over 10 different oceans and seas.

Although she travelled constantly in combat waters, on only one occasion was she seriously damaged. On 21 August 1942, before the country's radar production was sufficient to equip the entire fleet, the USS BUCK's stern was sliced off in a collision. Another destroyer in the convoy, the USS INGRAHAM, while rushing in to recover survivors, was rammed by the CHEMUNG. The INGRAHAM blew up and sank almost immediately, the CHEMUNG lost 30 ft. of her bow and was set afire. Although carrying a full load of explosive cargo she did not explode and by perfectly coordinated damage control parties, coupled with some smart ship handling, the fire was extinguished without any loss of life. Despite her damaged bow she managed to take the USS BUCK in tow and proceeded to the Boston Navy Yard to be refitted for war.

After compiling an enviable record in the Atlantic she was transferred to the Pacific Fleet and at the same time started on a voyage which was to take her completely around the world in the ensuing five months. The capitulation of the Japanese found her in Pacific Waters.

Sailing from Wakanoura Wan, Japan on 15 October 1945; her arrival in Norfolk, Va. on 6 December 1945 marked the end of a 142 days trip during which she had travelled 31,027 miles in ten different seas. She became one of the first vessels of the U.S. Navy to have completely circled the globe since the cruise of the Great White Fleet at the turn of the century.

During 1946, 1947, and most of 1948 she served as a Fleet Tanker in the Atlantic. Much of this period was spent in repairing the ravages inflicted by the sea and the hardships of wartime steaming the remainder, in servicing the Fleet.

Late in 1948 she served with the Mediterranean Fleet as part of the Sixth Task Force. During this six month tour she visited the hitherto unfamiliar ports of Naples, Italy; Paleon Bay, Greece; Augusta, Sicily; Golfe Juan, France; Cyprus, Tripoli, Lybia, and Gibraltar.

Before being transferred to the Pacific Fleet in 1950, the CHEMUNG was to further operate off the unfamiliar coastlines of Greenland, Labrador, Nova Scotia, and New Foundland.

On 3 July, 1950 she was decommissioned and became part of the Pacific Reserve Fleet at San Diego, California.

Shortly after the outbreak of the Korean War the CHEMUNG was recalled to duty, breaking her recommissioning pennant on 1 December 1950 under the command of Commander George G. MOLUMPY, U.S. Navy.

The CHEMUNG was active throughout the Korean Conflict and earned a fine reputation for speed, efficiency, and alertness during refueling operations with the United Nation's ships. In addition to her normal refueling commitments in November of 1951 she was dispatched to Formosa to become a station ship for U.N. Forces engaged in blockading the Chinese Mainland.

Completing her first Korean tour she began a voyage that was to again carry her almost around the world. Sent to Ras Tanura, Arabia to load cargo that was subsequently off-loaded in Guam, she then proceeded to the States.

June 1952 found her back with the United Nations Forces in Korea. She completed her second tour shortly before the Peace Conference convened at Panmunjon.

Since the Korean Truce the CHEMUNG has followed the operating cycle common to most Pacific Fleet Oilers which consists of alternate six month overseas assignments and three month stateside tours, interrupted only by a bi-annual yard overhaul.

While cold-war tensions have forced the Navy into a seemingly perpetual standby status and an extremely rugged operating schedule, the CHEMUNG's overseas assignments have nevertheless become a matter of relatively uneventful routine.

Each tour, both overseas and in the states, has not passed however, without some occurrence somewhat out of the ordinary. In January 1955 for instance, the ship left Yokosuka, Japan and headed south under secret orders to become the flagship of the logistic support unit engaged in the evacuation of the Communist threatened Tachen Islands. During this 19 days operation the CHEMUNG had 74 ships alongside for replenishment.

The 1956-1957 cruise was marked by a six day good will tour to Sydney, Australia and December 1957 found the CHEMUNG playing Santa Claus to SEVENTH FLEET ships in Operation TRA-X. In Sasebo, Japan 440 bags of mail, 78 christmas trees, 162 boxes of ornaments, and 50 holly wreaths were loaded on board for delivery to the TRA-X ships in the South China Sea.

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The following July the ship herself participated in a large exercise - the STRIKE X, Operation Blue Bolt, conducted off the coast of Northern California. Highlight of the operation was provided by a grand parade and passage in review in San Francisco Bay. This "HIGHLIGHT" however, gave the CHEMUNG and crew a few uncomfortable moments. Steaming in a tight parade formation the CHEMUNG passed beneath the Golden Gate Bridge on the afternoon of 3 July. Ahead, the USS HASSAYAMPA (AO-145) maneuvered to starboard and the CHEMUNG followed in her wake. Suddenly and before corrective measures could be effected, 5 to 7 knot harbor currents forced the ship aground on the sand banks just northwest of Alcatraz Island. Assisted by six tugs and a high tide, the ship managed to free herself in approximately two hours. Fortunately, diver inspection revealed no hull damage thereby enabling her to finish her assignment in Blue Bolt.

Mid July brought news of heightened tensions in the Middle East and the CHEMUNG quickly departed for WestPac. Upon arrival in Subic Bay, P.I. she was called upon to carry out a special mission. On orders unrevealed to her crew, she was dispatched to Singapore, B.C.C., thence through the Straits of Malacca and deep into the Indian Ocean to replenish the USS ESSEX (CVA-9) and a destroyer division enroute from the Mediterranean to the troubled Western Pacific.

During the 1959 cruise while operating off the coast of Japan the CHEMUNG refueled or had alongside almost every principal ship in Japan's post-war Navy. Designated the Japanese Maritime Self Defense Force whose backbone consists of 13 destroyer type vessels. The CHEMUNG accommodated 9 of them in one days operations.

On 15 December of that year the ship left Yokosuka on the first leg of her homeward journey. Although scheduled to arrive in Pearl Harbor on 25 December, the crew was prevented from spending Christmas in port when the ship was detoured many miles to effect a special assistance mission. Two WW II jeep carriers were under tow by the Dutch Tug ELBE when the tow line parted and the carriers were cast adrift. The Navy had dispatched a destroyer to patrol the area until the ELBE could recover her tow. CHEMUNG's part in this mission was to report to the scene of the mishap and refuel the patrolling destroyer.

The next year's cruise found the ship frustratingly close to issuing Blue Nose Certificates to it's crew members. The return trip to the States was routed north through the Bering Sea rather than south through Pearl Harbor. The ship refueled a U.S. Coast and Geodetic Survey Ship off St. Lawrence Island, just 120 miles south of the Arctic Circle.

Late 1960 found the CHEMUNG on station in the South China Sea servicing Seventh Fleet units operating there in the face of an explosive situation in Laos.

The CHEMUNG is entitled to wear the following awards and decorations, with engagement stars as indicated:

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EUROPE, AFRICAN & MIDDLE EAST CAMPAIGN MEDAL (2 STARS)

ASIATIC PACIFIC CAMPAIGN MEDAL

VICTORY MEDAL WW II

NAVY OCCUPATION SERVICE MEDAL (JAPAN)

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No Net Enemy

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After compiling an enviable record in the Atlantic she was transferred to the Pacific Fleet and, at the same time, started on a voyage which was to take her completely around the world in the ensuing five months. The capitulation of the Nipponese found her in Pacific Water.

She was attached to a service squadron engaged in occupational duty in the Japanese home waters when ordered to the United States in company with the USS CALIFORNIA and USS TENNESSEE and six destroyers on a good will victory voyage. This included four day sejours in Singapore, Colombo, Ceylon and Capetown, South Africa. Sailing from Wakanoura Wan, Japan on October 15, 1945, the trip was completed in fifty-two days, terminating in Norfolk, Virginia, December 6, 1945.

Her return to Norfolk marked the end of her globe-girding tour after covering 31,027 miles through ten different oceans and seas in 142 days, becoming one of the first vessels of the U.S. Navy to completely circle the globe since the cruise of the Great White Fleet at the turn of the century.

Upon return to Atlantic duty she was given a richly deserved holiday period in Baltimore, Maryland, enabling the crew to enjoy their first holiday season at home since the beginning of the war.

During the years 1946, 1947 and most part of 1948, the CHEMUNG served in the Atlantic Fleet as a Fleet tanker. Much of the time was spent receiving well needed repairs, but also during this time she established an enviable record as a fleet oiler.

In the latter part of 1948 she was sent to the Mediterranean Sea to serve with the Mediterranean Fleet, as part of the Sixth Task Force. During her tour of about six months serving the Sixth Task Force, the CHEMUNG visited new places such as: Naples, Italy; Paleum Bay, Greece; Augusta, Sicily; Gibraltar; Cyprus; Tripoli, Lybia, Pireaus, Greece; and Golfe Juan, France.

After the above tour of duty in the Mediterranean she was transferred to Norfolk, Virginia for a well needed overhaul. She was later sent to operate off the coasts of Greenland, Labrador, Nova Scotia and New Foundland.

In 1950 the CHEMUNG was transferred to the Pacific Fleet, starting a voyage that took her through the Panama Canal, where she spent a short time, before departing for the West Coast. On 3 July 1950 she was decommissioned and made a part of the Pacific Reserve Fleet at San Diego, California.

Shortly after the outbreak of the Korean War, the CHEMUNG was again called back to duty, breaking her recommissioning pennant of the 1st day of December, 1950, under the command of Commander George G. MOLUMPY, U.S. Navy.

Departing for Japan early in 1951 she ran into a typhoon. Due to the vigilance and alertness of her crew she sustained only minor damages. A fire broke out on her main switchboard in the engine room, but was extinguished after a short time. Arriving in Japan she was in need of repairs to the switchboard and after spending a few weeks in Yokosuka, Japan she was sent back to the Puget Sound Naval Shipyard at Bremerton, Washington for overhaul; and in mid 1951 she was sent to Korean Waters. There she was attached to service squadron THREE, which was engaged in supporting the United Nations Forces against the Communists in Korea.

While rendering services to the United Nations ships off the shores of Korea she earned an enviable reputation as a replenishment ship. She was well known for speed, efficiency and alertness during refueling operations with the United Nations ships.

In the latter part of 1951 she was sent to Formosa, to act as a station ship for the blockading force of Formosa against the Chinese Mainland. She was then sent to Hong Kong, B.C.C., for a four day stay. On 1 January 1952, Captain MOLUMPY was relieved by Commander C. B. HENRIQUES, U.S. Navy, with appropriate ceremonies. Leaving Hong Kong she again returned to Japan and Korean Waters to continue her service to the United Nations Forces.

After completing her tour with the United Nations Forces in the Korean Area, she started on a voyage that again would take her almost around the world. Sent to Ras Tanura, Arabia for a load of cargo, which was off loaded in Guam, she then proceeded to San Pedro, California via Pearl Harbor.

After spending a short time in the Long Beach Naval Shipyard, she was again sent to the Far East in the latter part of June 1952, where she again rendered invaluable support to the United Nations Forces operating off the coast of North Korea. In November 1952 she was sent to Formosa and spent Thanksgiving in Hong Kong, B.C.C.

In February 1953 she started on the return voyage to San Pedro, California, having pumped nearly 27,500,000 gallons of fuel to ships of the Seventh Fleet, on 292 different occasions and steaming over 40,000 miles during her stay in the Far East.

Upon her arrival in the United States, she underwent a much needed overhaul at Mare Island Naval Shipyard, Vallejo, California. On 1 July 1953 Captain HENRIQUES was relieved by Commander J. W. GEIST, USN, with appropriate ceremonies. Upon completion of overhaul, shortly after the cessation of hostilities in Korea, the CHEMUNG sailed to Pearl Harbor, T. H. where she spent a two month period delivering her valuable cargo to the Mid-Pacific Islands. She arrived in the Far East in November 1953 to begin her fourth tour of duty in Korean Waters.

Arrival in Japan for the 1953-54 Asiatic tour marked the beginning of a series of cold-war cruises that kept the CHEMUNG busy in her logistic support activities for the next two years.

The early truce days in Korea were uneasy ones. Task Force 77 was on guard in full strength and their needs for petroleum products continued undiminished. The CHEMUNG resumed the difficult operating schedule of Korean War days, broken only by assignment to the Formosa Patrol, protecting the newly aggressive Nationalist Chinese.

Trouble in Indo China in early April 1954 brought the CHEMUNG to the Philippine operating area via Hong Kong. A short period of replenishment for the U.S. Forces in the South China Sea ended with relief and return of the CHEMUNG to the United States in May 1954.

Most of the summer's "rest and recreation" period was spent working on underway training of other ships and participation in fleet exercises.

Heading for Sasebo, Japan in early September 1954 the ship was re-routed in mid-ocean to Subic Bay, P.I. to bring her cargo to the still active Indo-China emergency area. In early November 1954, Captain GEIST was relieved by Commander Paul H. BJARNASON, U.S. Navy, with the appropriate ceremonies. A return visit to invasion threatened Formosa in middle November ended the southern phase and the CHEMUNG proceeded north to winter in Sasebo, Japan with one emergency trip to Pusan, Korea.

A month in Japan was devoted to ship improvements. In late January, under the command of Captain P.H. BJARNASON, U.S. Navy, the CHEMUNG moved south again under secret orders to become the flagship of the logistic support unit in the evacuation of the Tachen Islands. With the units of the seventh fleet supporting the Tachen operations, the CHEMUNG was again, in her element, "providing logistic support". During the 19 days of the operation, the CHEMUNG replenished a total of 74 ships. Captain BJARNASON received the "Legion of Merit" award in recognition of the CHEMUNG's services.

The 1954-55 tour of duty ended with a week in Hong Kong followed by the voyage home via Pearl Harbor, T.H.

Mid-April found the CHEMUNG commencing an extensive overhaul at the private shipyards in San Francisco which ended with 3 weeks of training under Commander Fleet Training Group, San Diego in August 1955. After an upkeep period in her home port of Long Beach she deployed to WESTPAC at the end of September 1955.

During the CHEMUNG 1955-56 tour in WESTPAC the ship visited Sasebo and Kobe, Japan. The month of November was spent in Keelung, Taiwan, acting as station tanker and in support of the 7th Fleet units, operating as the Formosa Patrol. During the period 1 to 6 December the CHEMUNG was in Hong Kong where members of the crew enjoyed a much needed rest. Leaving Hong Kong on the 6th of December the ship proceeded to Subic Bay in the Philippine Islands to undergo a period of upkeep and repair. Christmas of 1955 was spent in Subic Bay. Departing Subic Bay on 3 January 1956 the CHEMUNG spent three days in Manila, P.I., then returned to Subic Bay. Departing Subic Bay on 9 January the CHEMUNG proceeded to sea on assigned mission of refueling units of the 7th Fleet. On 12 January 1956 Commander H.H. deLAUREAL, U.S. Navy, was received on board by hi-line. On 14 January 1956 Commander deLAUREAL relieved Captain BJARNASON as Commanding Officer.

Shortly after the "Change of Command" ceremonies, Captain BJARNASON left the ship via hi-line for a tour of duty with the Chief of Naval Operations.

In March 1956, the Chemung departed WESTPAC, having completed her "tour of duty" and sailed for Long Beach, California via Pearl Harbor. Arriving in Long Beach on 19 April, the summer was spent in the Long Beach - San Diego area in a period of upkeep by the crew and operations with the under-way training group. On Monday, the 30th of July, the CHEMUNG staged a wife's cruise. On this date the wives of officers and enlisted men came on board and went to sea for one day with the ship. The ship executed General Drills, simulated refueling another tanker and returned to Long Beach. This gave the wives an opportunity to observe their husbands in their duties and gave them a better understanding of their husbands work. The consensus of opinion was that everyone thoroughly enjoyed the day.

The CHEMUNG is entitled to the following awards and decorations with engagement stars as indicated:

American Defense Service Medal

American Campaign Medal

Europe, Africa and Middle East Campaign Medal (2 Stars)

Asiatic-Pacific Campaign Medal

Navy Occupation Service Medal (Asia & Europe)

China Service Medal (Extended)

National Defense Service Medal


Korean Service Medal

United Nations Service Medal

USS CHEMUNG (AO-30) EPL: 12/3/58

SERVICE

SOURCE	DATE	DEPARTED	ARRIVED	DATE	REMARKS
CO history		1946-48: served in Atlantic Flt. as flt tanker. (1 Aug. 1946 - 25 Jan 48). latter part of 48: sent to Med. Flt. to serve as part of 6th TF. RETURN TO NORFOLK 1 APR. 49. To Norfolk ? for overhaul; operating off coasts of Greenland, Labrador, Nova Scotia and Newfoundland.			
	17 Mar.	1950: ^{dep. Norfolk} transferred to Pac. Flt. ^{arr. S. P. 51} Decommissioned 3 Jul 50; joined Pac. Res. Flt at San Diego.			47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 <

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DEPARTMENT OF THE NAVY -- NAVAL HISTORY AND HERITAGE COMMAND
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Chemung

A river in New York.

II

(AO-30: dp. 7,295; l. 553'; b. 45'; dr. 32'4"; s. 18 k.; cpl. 304; a. 1 5"; cl. *Cimarron*)

The second *Chemung* (AO-30) was launched 9 September 1939 as *Esso Annapolis* by Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Md., under a Maritime Commission contract; sponsored by Miss Howard; acquired by the Navy 5 June 1941; and commissioned 3 July 1941, Commander E. T. Spellman in command.

From 13 July 1941 until the entry of the United States into World War II, *Chemung* operated between east coast ports and the oil ports of Texas and Louisiana transporting fuel oil.

From 20 December 1941 to 3 January 1942 she issued fuel at Argentia, Newfoundland. Reloading at Norfolk, she steamed to Hvalfjörður, Iceland carrying fuel (19 February-25 March), then operated between Norfolk and the Gulf ports from 1 April to 16 May. Following another tour as fuel station ship at Hvalfjörður (30 May-26 June), *Chemung* departed from New York 20 August with a convoy bound for the United Kingdom. Two days later *Ingraham* (DD-444) collided with her at night. The destroyer sank almost immediately when the depth charges on her stern exploded. *Chemung*, although heavily damaged by the explosion and resulting fires, reached Boston 26 August for repairs.

Steaming 1 October 1942 to Beaumont, Tex., to load fuel, *Chemung* accompanied the North African assault force to sea, remained off the coast during the landings, then returned to Norfolk 30 November to resume coastwise fuel runs. From 15 February 1943 to 11 June 1945 *Chemung* alternated five convoy voyages to United Kingdom ports and five to North Africa with coast-wise and Caribbean cargo duty and station duty at Bermuda and in the Azores.

An assignment to occupation duty in the Far East found *Chemung* circumnavigating the globe as she cleared Norfolk 18 July 1945, passed through the Panama Canal for service at Okinawa 17 September to 13 October, and returned by way of the Cape of Good Hope to Norfolk 6 December. She operated with the Atlantic Fleet, serving the 6th Fleet in the Mediterranean (12 November 1948-1 April 1949), until 17 March 1950, when she sailed for San Diego, where she was decommissioned and placed in reserve 3 July 1950.

Recommissioned 1 December 1950, *Chemung* steamed to the Far East 28 January 1951 for a brief tour

refueling forces engaged in the Korean War. During her second tour of duty (7 July 1951-20 April 1952), she supported United Nations troops in Korea, served on the Formosa Patrol, then transported oil from Ras Tanura, Arabia, to Guam. She again sailed from San Pedro 24 June 1952 to support the 7th Fleet off Korea until returning to Mare Island for overhaul on 24 February.

In nine succeeding tours of duty in the western Pacific from her home port at San Diego between 1953 and 1960, *Chemung* supported many of the 7th Fleet's most notable contributions to the keeping of peace in the Far East. During her 1954-55 tour she provided fuel for the ships carrying out the evacuation of the Tachen Islands. During each of the tours she has served as station tanker at Kaohsiung, Taiwan, fueling the ships of the Taiwan Patrol.

Chemung received two battle stars for World War II service, and four for service in the Korean War.